

ORIGINAL USPLS SURVEY: Corner established by Sam H. Smith, Nov 14, 1806 "Post".

COUNTY SURVEYOR'S BOOKS: Spencer Co. Book 8 Pp. 46-47: Wm. W. Wells SCS Nov. 8, 1809 includes a distance dimension easterly from the corner but does not identify a monument

Worrick Co. Book 1 P. 102 (Sec. No. is unclear, appears to subdivide the NE 1/4 of Sec. 14 but does not identify monuments).

Warrick Co. Book 2 P. 151: Wm. H. Temme, WCS March 10, 1896, a survey for a public highway (running southerly from the corner approximately 2 miles); shows a distance dimension of 80.36 chains northerly from the east 1/4-corner of Section 23; it is unclear whether the dimension is to the east 1/4 corner of Section 14 or to a roadway running northwesterly/southeasterly, or to both.

OTHER SURVEYS AND PLATS: No current corner record cards were available in either Warrick or Spencer Counties.

1927 road plans for old State Road 66 (now Yankeetown Road), Project 174, show a "corner stone" located on the county line and 54.7' northeasterly of the E&OV Traction Line tracks.

VERIFICATION OF CORNER POSITION: April, 2003: The position of the corner stone shown on the 1927 road plans was re-established with an estimated uncertainty of +/- 5' in all directions; the survey baselines shown on the 1927 plans and on 1929 road plans for Project 188 (old State Road 66, east of the county line) were re-established using the existing pavement centerline of Yankeetown Road.

Old deeds for the traction line (Warrick Co. Deed Rec. 67, multiple pages including 189 thru 239, provided by Doug McDonald, RLS) indicate the traction line R/W to be 50' each side of the track. Deed Record 67, page 239 (dated 1904) clearly indicates that the northern R/W line of the railroad runs THROUGH the 1/4-section corner. Therefore the stone shown on the 1927 road plans was presumed to be the 1/4-section corner as described in the 1904 deed. Despite the consistency between the road plans and the railroad deed, there remains considerable uncertainty in this position due to the deficiency in distance to the northeast corner of Section 14 (2538.90' measured) and due to the deed description in Warrick Co. Doc. 1996R-009724 which describes a 6.0-acre tract between the south line of the SE 1/4 NE 1/4 Section 14 and the southern boundary of the railway (the south line of the 1/4-1/4 as re-established falls entirely within the railway boundaries). The resulting uncertainty in this corner is as much as 230' southerly. For additional information, see the Boundary Retracement Survey dated 7/11/03, recorded in ----- in Warrick Co. and in ----- in Spencer County (Bernardin-Lochmueller & Assoc. P.C.). No. 102-0060-OSV/SVOB).

June, 2003; the re-established corner position falling in a ditch, aluminum disk witness points (straddle points) were set on the northern and southern banks.

Perry E. Jones 7/29/03